and she went out of her slip well loaded. Upon her return trip she stuck near Governor's Island. The ferryboat Hamilton, leaving Brooklyn at 8:30 p. m., failed to reach her slip on account of the kee which was packed into the channel by the flood tide. Most of the ferry boats in the East River stopped making their regular runs after 6 o'clock.

MANY TRAINS DELAYED.

TRAFFIC ON LONG ISLAND INTERRUPTED.

AN ENGINE WRECKED-A MAN BLOWN FROM A RRIDGE AND DROWNED AT NEW-

BRUNSWICK.

The wind storm that swept over Long Island Sunday The wind storm that swept over Long Island Sunday night and early yesterday morning was one of the most severe since, the blizzard of 1888. Throughout the Island much dama_e was done and traffic on all the roads considerably delayed. The electric cars in Jamaica and East New-York had been delayed by the heavy falls of snow, and the Long Island Railroad Rapid Transit trains have run a few minutes behind schedule time. At many points throughout the Island telegraph poles were plown down and wires disabled, and communication with certain points has been impossible. Old people along the coast say that has been impossible. Old people along the coast say that Sunday night was one of the most severe they had ever known on the Sound, and while the gale was at its height known on the Sound, and while the gale was at its height carly yesterday morning nothing ventured out on the water except the big steamers. In the small harbors and coves along the Long Island shore many vessels are fast in the ice and are thus prevented from being blown away. All siong the shore small buildings, board walks and other strong summer structures have been blown away. The damage at present cannot be estimated. Residents of Riverhead were put to much inconvenience by trains being delayed on the Long Island Railroad, and yesterday afternoon the mail train from Greenport was over those hours late.

Traffic between Brooklyn and Concy Island and other Traffic between Brooklyn and Concy Island and osset points along the route were seriously delayed. The first train leaving Unionville at 5:35 a. m. yesterday morning on the Brooklyn, Bath Beach & West End Railroad and bound for the Thirty-ninthest, ferry became stalled on the curve at the entrance of the Thirty-ninthest. terminal cut and was delayed there for two hours until engine arrived from the shops at Unionville and took train to West Brocklyn. The passengers were comto walk to the Union station at Thirty-sixth--t. and Fifth-ave., nearly a mile away. Along New-Utrecht-ave, there were large drifts of snow, which owing to the high wind in the morning, was blown across the tracks as fast as the ploughs cleared it away. At Bath Beach and Van Pelt Manor there are two sharp curves in the road and the blockades were so heavy at these points that the trains had to discharge their passengers and put on extra steam in order to round the curves.

on extra steam in order to round the curves.

Between Parkville and Gravesend on the Culver road, the drifts were particularly heavy, and there were also heavy drifts between Parkville and the Union station on the Prospect Park and Coney Island Railroad tracks. Emil Piper, who for a long time has carried the mall from the Brooklyn posterlice to the Bay Ridge and Fort Hamilton posterlices, started from Brooklyn at 7 o'clock morning as usual. He took a Court-st. car to the Electric road. The Grifts of snow were so heavy along Third-ave, between South Fifth-ave, and Bay Ridge that no cars were started until 9 o'clock. When Thirty fifth-st, was reached the road was found to be impassable.

At 10 o'clock Mr. Piper telephoned to the Brooklyn postoffice that it was an impossibility to get through to Bay
Ridge and Fort Hamilton.

The gale demolished a number of small buildings at Coney Island and blew down signs and shids. The flag-pole on the Gravesend town hall was broken off by the wind and crashed through the roof of the house occupied by William Beck. All of the family were on the lower floor at 655 time and none of them were injured. The 10:20 a. m. train on the Culver road from Coney Island resterday morning ren into a big snowdrift at Van Sickle station and was wrecked. The engine was badly damaged and Edward Waukenshaw, the engineer, was severely in-jured, his legs being hadly bruised. None of the paswere injured.

wind, accompanied by snow, struck Far Rockaway. The force with which the wind drove the snow before it made travelling impossible. The wind continued all night and yesterday and played havoc with signs, trees and small

william C. Darrian, an employe of the Cernell Iron Works in New-York, and John Tripp, who had a place on a theatrical journal published in Paterson, N. J., started to walk from the River-st. station of the Eric as Paterson to their homes at Hawthorne, a Bergen County Village north of that city, across the Passaic River, in the gale on Sunday night. Two big St. Bernards were with them. Their way lay across a board walk near the edge of the timbers of the Eric Rallroad bridge. When a few feet from the Bergen County side Darrian heard a scream, and looking around he saw the form of his companion hurled off the narrow planking into the snow and darkness, and heard a splash as Tripp struck the swiftly rushing, swellen river. A blast of wind had blown the man from the bridge. Darrian clung to the timbers for a moment until the fury of the gust had abated, and then he ran to the bank of the river and plunged into the river. The two big dogs, evidently with some idea of trying to save life, jumped in also, and landed on Darrian, who had a hard struggle in the icy current with the two brutes before he could get to shore aving realized that he could do nothing to save Tripp. At Elizabeth the wind blew down telegraph wires, signs

Midd lifted till roas, ripped up the streets, and the wind blowing a gale; railroad trains were blown in, limbs of trees torn off, and signs blown the streets, and did other damage. At Westminster, with snow with snow and country roads completely blocked Many of the telegraph wires are down, and communication is slow and uncertain. The windows in the high school at Yorkers were blown in, and school had to be suspended for the day.

WINDS HAVE A WILD DANCE IN THE STREETS. The winds and squalls danced through the streets of New-York yesterday, celebrating the victory which the forces of frost and cold had wrung from the helpless town. They whistled their own accompanient, and the shaking of the window-frames was the clicking of their custanets. They hurled the snow in curling eddles and executed Virginia reels and Irish jigs in Broadway and Fifth-ave. They knocked whirfing around in the mazes of their waltzes. There were no wallflowers in the gay party of young and vigorous winds, which tore through the streets at the rate of forty miles an hour, and pranced about at an unknown speed in the regions of the upper air.

THE NORTHPORT SINKS AT HER PIER.

The steamboat Northport, of the Northport and New York Steamboat Company, sunk at her pler at Northport, L. I., during the night. The stemmboat has hadly damaged while trying to work her way through the ice in Northport Harbor on Sunday, for the purpose of opening a channel so that she could her trips vesterday. When the vessel sprung a leak the crew were on board and the steam pumps were kept going, but to no purpose. She went to the bottom in about an hour.

THE SHACKAMAXON HEARD FROM AS USUAL No story of marine disaster and distress is complete intil that stately craft, the Ellis Island boat Shackamaxon. Wherever there is an ice drift, a heavy sea or a high wind, the Shackamaxon rises to tell of her experience. Yesterday one of her rudders was thrown out of order and the fastening pin lost overboard, causing the usual amount of fuss and bother and delay with which the Shackamaxon makes every storm memorable.

MINOR ACCIDENTS DUE TO THE HIGH WIND. The empty bark Countess of Derby, lying outside of

the gale yesterday morning.

The British schooner Velkyrie, while at anchor off City Island, dragged her anchors on Sunday night and went ashore on the south side of the Stepping Stones. She is in a bad position, and has about six feet of water The steamer Santint was blown ashore at Sandy Hook

and the I. Butler, loaded with coal, was blown against the Government dock at Sandy Hook yesterday and sunk.

ICE FIELDS HOLD AT HAVRE DE GRACE.

Havre de Grace, Md., Feb. 20.-The tug Hudson breaking through the ice to the Perryvill dock yesterday, but did not attempt to go above the delphia, Wilmington and Baltimore Railroad's It required three days and nights for the get from the Battery to Havre de Grace-four miles. The ice is packed on the flats and the channel ed. The field of ice between the two railroad bridges remains intact. The ice holds firm in the gorge at Port Deposit. The railroad station was doned on Saturday night, and last night the situ ation was unchanged. William Roberts and his sor Fort Deposit without any hope of rescue, and sears are entertained for their safety, as the islankely to be submerged at any time.

est to ABLOWN FROM A TRAIN AND KILLED. quehanna, Penn., Feb. 20.-One of the worst blizzards of the season raged here to-day. Trains or the New-York, Lake Eric and Western are moving with great difficulty. Brakeman Lewis, of Hornells last evening and instantly killed.

DAMAGE BY THE GALE AT ALBANY.

Albany, Feb. 20.—The wind this morning attained : doctty of fifty miles an hour with the temperature at zero. During the storm an electric car containing twenty-eight people was struck by a West Share train, and two persons injured, the motorman probably seriously. Trains from the West are behind time. USE POND'S EXTRACT FOR OVER-TIRED. WEAK. OR

SORE EYES.

"It ects like magic in ophthaimia. I like it so much for sore eyes."-Rev. M. JAMESON.

AVOID SUBSTITUTES. Genuine made only by Pond's Extract Co., 76 Fifth-ave., New-York.

Considerable damage was done by the high wind. section of the sheds of the Albany Reffrond Company, 50 by 100 feet, was blown down.

WHIRLING OVER NEW-ENGLAND. TRAINS BLOCKED BY DRIFTING SNOW-WORK OF THE STORM.

Boston, Feb. 20 (Special).—About fourteen inches of light snow fell last Friday night and Saturday forenoon. It drifted bodly and delayed railway trains on Saturday. The storm was renewed Sanday evening, accompanied by low temperature and a severe gale, wind from the west reaching a velocity of thirty-six miles an hour. The gale increased in velocity up to 2 o'clock this afternoon, when it blew forty-eight miles an hour, and began soon afterward to decrease. Light snows had fallen continuously since 8 o'clock Sunday evening. In the gale an snowstorm Sunday evening the three-masted schooner Enos B. Phillips struck on Harding's Ledge and soon after sank. Captain J. E. Brown and crew were saved by the crew of the Hull Life-Saving Station. The schooner Ellen M. Golden was directly behind the Phillips and would have shared her fate had not the men of the stranded schooner warned her off. The Enos B. Phillips is a schooner of 380 tons. was built at Wilmington, Del., in 1870, and wa owned by Peter H. Crowell and others, of Boston. The vessel is partly insured. Her cargo of 550 tons of Cumberland coal is valued at \$1,100 and is insured. Ship and cargo will be a total loss.

The storm was severe in New-England. A dispatch to "The Journal" from Concord, N. H., says: "A blinding northeast isnowstorm is prevailing here.

About a foot and a half of snow had fallen up to
noon, and the wind is blowing a gale. The electric cars have stopped running. At noon no railroad pas-senger trains had arrived in Concord from the North but several trains were reported within a few mile of the city. On the Northern Railroad one freight train is off the track at Danbury, and another is stuck in the cut at Hog's Back in Andover. The mometer is 13 degrees above zero. At Waterbury Vt., the mercury fell 25 degrees in five hours this morning."

Worcester, Mass., Feb. 20.-A fleres westerly wind has blown in this vicinity since midnight, and ha been practically a blizzard. Only a little snow fell but the wind has drifted it badly. The country read are nearly impassable, and electric roads are stalled The telegraph and telephone service is also somewhat

erippled. Pittsfield, Mass., Feb. 20.—Berkshire County ex-perienced a general blizzard to-day of such severity as to paralyze business, step street railway traffic and delay all railroad trains. The storm has raged with great severity and the city is baried under great drifts. The storm is the worst for twenty years, ex cepting only the blizzard of 1886

Plymouth, N. H., Feb. 20.-Twelve inches of snow, blown by a howling wind, has delayed all through and

Plymouth, N. H., Feb. 20.—Twelve menes of show blown by a howing wind, has delayed all through and local trains during the day. The paper train with two engages is staden at West Runney. It is still snowing and blowing, and the thermometer is inling. All freight trains were cancelled.

White River Junction, Vt., Feb. 20.—The worst sterm for years has been raging in this section since early this morning. The high wind is drifting the snow terribly, blocking the anghways and remociting travel almost impossible. Railroad travel is greatly impeded 2nd freight trains are all discontinued. The same consistion of things is reported throughout Wirelessen on the constitution of things is reported throughout Wirelessen on the constitution of things is reported throughout Wirelessen on the same consistion of the same constitution of things is reported throughout Wirelessen on the same constitution of the constitution of the same for the constitution of the same same on and they will be fattined with to nightly colorist to react the end of their beats. The keeper of the Chatham Station reports that he saw the ting Mercury outside carry this morning, trying to pick up the schooner Amelia G. Ireland, which had parted her hawser, then anchored, but drifted seaward, dragsing anchors, being driven by the furfous gale, with the ting remaining near her. The same clouded the with the probable been blown off. Te four-masted schooner George E. Warcott remains anchored under Chatham.

WORK OF THE WIND IN MARYLAND

Ealtimore, Feb. 20 (Special).-The thunderstorn track through Western Maryland. In Baltimore the wind lifted tin roofs, ripped up trees and telegraph Md., a number of buildings were wrecked. The roof of Smith Hall, at Western Maryland College was torn off and carried several hundred yards. Is Smith Hall are the dormitories of the girl stude Most of them were preparing for bed at the time They rushed from the hall out into the their night clothes, and several were injured by being hurled against the other buildings by the force of the wind. St. Paul's Reformed Church was nearly demolished. The iron and wood steeple was torn off, carried across the road, and falling on two dwellings crushed in the roof; and nearly hilled the occupants. Several valuable memorial windows the church were smashed. A number of person were knocked down and hurt by flying shutters the streets considerable damage was done to W. S. Meyer Carothers' flour mills. Twenty house were unroofed. The residents of the town war-punic-stricken, and many of them ran out of their houses and were exposed to the storm for hor At Linwood, a few miles from Westminster, Jess killed by the destruction of the larm. Manchester was also swept by the blizzard, many houses being unroofed and barns and stables demolished.

At Hagerstown and Frederick the damage was considerable. The wind for some time blew sixty miles an hour. The temperature this morning had dropped to zero at some places in the western counties.

A TRAIN STALLED NEAR ELBERON.

Long Branch, N. J., Feb. 20,-The storm along the was exceedingly severe; but, owing to the fact that the wind came from the west instead of from the cast comparatively little damage was done. The snew ble into the cut between Eiberon and Hollywood ar The train on the Pennsylvani blocked the track. road leaving New-York at 12:50 p. m., and due a Long Branch at 2:35 p. m., plunged into the drift the cut about 3 o'clock, and was still there up to late hour to-night. There were about forty passenge who were transferred to a train on the northbound track and carried through to their destination. Tele-graph and telephone wires along the coast suffered severely.

WINTRY WEATHER IN THE OHIO VALLEY. Steubenville, Ohio, Feb. 20.-The most violent wind storm which has visited this city for years o caur d yesterday afternoon. A heavy snow storm was in progress at that time. Suddenly, without any warning, a terrific wind struck the city. It became s dark that the electric lights had to be turned or The fallen snow was driven in every direction and the pedestrians were unable to find their way along the streets. The heavy plate glasses on the courfrom their fastenings and hurled into the streets storm raged at intervals until near midnigh and great damage was done to properly in the city and this part of the county. Thus far no loss of life has been reported.

Pittsburg, Feb. 20.-In the b'inzard that swoop down upon these two cities last eve ing the Boy's block on Federal-st, Allegheny, was wree et. About forty feet of its roof was torn off and shingles and timbers crashed through upon the floo. The people living in the upper stories rushed pell-mell fr in the hullding. Mrs. Mary O'Brien was struck by f lling debris and badiy injured. Trees were torn from their roots in the parks, while in the outskirts of the city much damage was done. A Knoxville incline car was unroofed by the wind, While midway on the trip the storm struck the car. Several of the passengers, fearing that it would be torn leo e, could hardly be restrained from jumping off. The car reached the station in safety

MOUNTAIN ROADS BURIED IN DRIFTS. Bethlehem, Penn., Feb. 20.-Last night's hurricane drifted country roads and it will take a week to The Lehigh and Lackawanna Reffron is snowbound near Chapmansville and no trains are run. A funeral procession from here to Nazareti this morning got snowbound three miles from town and a relief party of 100 farmers, with shovels and teams, rescued them. The storm is the worst in fift;

Faston, Penn., Feb. 20.-A heavy full of snow

Saturday was followed last night by a tremendor blow all over this section. The blizzard came up with remarkable suddenness, catching many people on the streets. They were almost prostrated by the severity of the gusts. The snow blew so thick it was almost impossible to see are lights a square distant. This continued until morning with scarcely any intermission. The mercury dropped to three degrees below zero. On the railroads there was much suffering. Through passenger trains were behind time, and coal and freight trains stalled. A collision on the New-Jersey Central near Bloomsbury wrecked two engines and thirty coal cars. In the slate regions the quarrymen could not work to-day. Scranton, Feb. 20.-All last night the wind blev a fifty-nile gale from the northwest, and at various

points reached the proportions of a blizzard. Al Northeastern Pennsylvania was enveloped in the raging storm, and this morning's reports bring news of blocked highways and railways. The Jefferson branch of the Eric, north of Carbondale, the Dela ware and Hudson gravity between Carbondale Honesdale, and the southern division of the Dela-Honesdale, and the southern division to the same ware. Lackawanna and Western are drifted shut at many points. Trains are stalled at many places on the Pocono Mountains. At Lebish Cut the Lackawanna has a force of two hundred digging open the tracks, which are hidden beneath twelve to fifteen feet of snow. The blockade may not be raised be-

THE STORM THROUGHOUT THE STATE FIERCE GALES AND DEEP SNOW AT ALL POINTS -TRAFFIC GREATLY IMPEDED.

Amsterdam, N. Y., Feb. 20 (Special).—The Mohawk Valley was visited by a blizzard late last night, which continued with great fury to-night. It is the worst storm of the present winter. Traffic on the country reads has been abandoned in many sections, and the snow is piled up in hugh banks from ten to The mail stages in Montgomery fifteen feet high. The mail stages in Montgomery County were unable to reach the mail distributing offices to-day. Freight trains were stalled in this city early to-day. Through trains from New-York and the West are from two to three hours The mercury has been at zero mark nearly all day. Troy, N. Y., Feb. 20.-The thermometer is two deabove zero, with a fierce wind from the North-Rallroad trains are delayed about an hour

It is the severest storm since the blizzard in 1888. Kingston, N. Y., Feb. 20.-It has been blowing a perfect gale here since last night about 10 o'clock, and all the country roads are blocked with snowdrifts. The streets are littered with branches of rees, and so strong was the wind during the night that fully half of the people here were kept awake fearing their dwellings would be blown down.

Schenectady, N. Y., Feb. 20.-The terrific gale which struck this section last night about midnight as resulted in the delay of Delaware and Hudson and New-York Central trains, from three to four ours, and the stoppage of all locals between this city and Tray. Schools are closed. No stages are The locomotive works were compelled to

Syracuse, N. Y., Feb. 20.-The blitzard which is prevailing all over the State struck here at 7 o'clock last evening. All of the railroads are paralyzed, trains Central, Delaware and Lackawanna and the West Shore, being from one to five hours behing time. On the Rome, Watertown and Ogdensburg road the arly morning trains were abandoned and tradic was practically suspended. This was also the case on the Chenango Valley branch of the West Shore. All trains that have moved out on these roads have been preceeded by snow ploughs. The country roads all brough the State are reported to be badly drifted. of the city, registered zero.

Buffalo, N. Y., Feb. 20,-The snowstorm which began on Friday night and continued until this norning was the heaviest of the season, the fall of now being eight inches on the leval. Railroads are adly blocked in all directions and trains are from one to seven hours late.

Oswego, N. Y., Feb. 22.-A severe storm of wind and show swept over this county last night and all califood traffic is at a standatill. Up to muon to-day no trains have arrived over any of the roads, and end on all the lines snow ploughs and shovellers are

Waterfown, N. Y., Feb. 20, snow fell to the depth of fourteen inches in this section yesterday and last night, and being accomparied by a high wind, filler side tracked and snow ploughs and handreds of shovel lers were employed all right and to-day. Trains tone and syracuse are from six to ten hours late.

Lintisberg, N. Y., Feb. 20. The worst storm in years prevailed here to-day. The thermometer is at ---

THE OHIO ABOVE THE DANGER LINE.

STREETS IN CITIES ALONG ITS BANKS SUB

MERGED BY RIVER WATER. Cincinnati, Feb. 20.-The river has assumed threatening aspect. It continued to rise during Satur-iay night and all of Sanday. From noon Sanday to 3 o'clock this morning it rose just one foot four and a half inches. The flood now creates real alarm rendy suffering in the lower streets. Mill Creek is fleoled almost to the top of the banks, and the water has crept into some cellurs on the upper sides Front st. At 8 o'clock this morning the "Big Four and the Chesapenke and Ohio trains were the only ones running into the Grand Central Station. Th further than Eighth-st. The Circlanuti Southern making its depot at McLean-ave., and the Ohio an Mississippi at Dilist. The "Rig Four" and Ches peake and Ohlo trains are running like boats throng a foot of water at the foot of Smith, Mound another streets. The switchmen, clad in rubber boot ere working the switches with the water up to the mees. The depot master at the Grand Central Depoald: "No trains can come into the depot at a stag of afty five feet in the river. At fifty five feet th rater will cover the lower end of the platform, be it will take a foot or two more to bring it up to th The general orinion was expressed by rive nen Monday that the water will reach a stage of ifty-six feet. The indications above are still favor able to a rise, while the Southern streams are still mil. The river has reached fifty-four feet eleve nches, and is rising an inch an hour. The flood a to mouth of the Licking River, directly opposite Cin climati, has driven out occupants of some twenty-ty-er thirty houses on its hands. The stables of the Newport Barracks have been fastened with ropes to p event them from being swept away. Bellevne Ky,, a little village east of Newport, is completel urrounded by water. The wind at one time yesterday reached a velocity

of thirty-eight miles an hour. It is rumored that two steamboats were blown into cornfletds above incimati.

Huntington, W. Va., Feb. 20.-The Ohio River ow higher than any time since the disastrous floor f 1888. The wind is blowing a fearful gale, and the raves are ten to twenty feet high. There has bemuch damage to wharfboats and other floating properties. Nine small houseboats sank yeard last night, the occupants in some cases Nine small housebeats sank yesterday and not highly her occupants in Some class, bleed, escaping with their lives. Towns adjacent to Hunt lingion not so highly located are suffering much, Houses have been upset and carried away at Ceredo if the river continues to rise much longer Huntington will also be in danger.

FINE SCENERY AT MAGARA FALLS.

Niagara Falls, N. Y., Feb. 20 (Special).-The storm nd cold have made the Icc scenery unusually fine here The ice bridge, which withstood the recent warm spel and the rains, is again firmly locked; the ice mountai once more alive with coasters and toboggans and the second season of winter's carnival is now under way. The hotels are crowded, and another two months of delighing is promised.

PLEW AWAY THE RAILWAY STATION. Camden, N. J., Feb. 20.-The gale early this morn ing biew the railroad station of the Reading Railroad at Albien into the field of a neighboring farm. It is the worst gale experienced in this part of New Jersey in many years.

VONSTANT AGITATION THEIR ONLY HOPE. The City Improvement Society has been working for the The City Improvement Society has been service on Fifth-last few months for a reform in the stage service on Fifth-ave. On the 11th of this month J. C. Pumpelly, secre-tary of the society, addressed a communication to the Mayor on the subject, and on the 17th three members, representing the club, had an interview with Mr. Gilroy. He stated that he was powerless to do anything toward

agitation by the public was the only meads to bring about

improving the stage line on Fifth-ave, and that c

"HUNYADI" WATERS.

Paragraphs have recently appeared in some Newspapers here stating that a New-York firm of mineral water dealers are the lessees in America of the Hunyadi Waters of Buda Pest, and respectively sole agents in the United States for the famous Hunyadi Springs of Hungary.

These statements are ABSOLUTELY false, and the Intention with which they are made

Before any Hunyadi Water was practically known in the United States, The Apollinaris Company, Limited, of London, widely and successfully introduced the Hunyadi Janos Water, the Proprietor in Buda Pest of the Springs having entrusted to them, for a term of years still unexpired, the sole sale of this water in England and in all transmarine places. Hunyadi Janos Water having be-come very popular, quite a number of other Waters are now offered for sale, under names, of which the word Hunyadi forms part, and in bottles, and with labels, closely resembling in appearance and color those long used for Hunyadi Janos Water. The word "Hunyadi" having become a

generic name for Hungarian Bitter Waters, good, bad, or indifferent, The Apollinaria Company affixed to the bottles of Hunyadi Janos, the Hungarian Bitter Water of which they have still the sole sale, a small Yellow Label with their Red Diamond, the object of this Trade Mark being ONLY to indicate to the Public that the bottle so labelled is seld by The Apollinaris Company, Limited.

Consumers, who desire to secure the Hungarian letter Water sold by The Apollinaris Company, are requested to see that the bottle bears the Red Diamond and they are cautioned against such absolutely false statements as those contradicted herein.

CHARLES GRAEF & CO., 32, Beaver-st., New-York, Sole Agents in the United States and Canada of The Apollinaris Company, Limited, London.

TROUBLES OF THE M. A. C.

RUMORS THAT FUNDS ARE MISSING.

THE BOOKS UNDER EXAMINATION AND THE GREAT HOUSE CLOSED.

The handsome building of the Manhattan Athletic Club. The handsome building of the Manhattan Athletic Guth, at Madison-ave, and Forty-fifth-st., had a mournful appearance last night. The great clubhouse was formally closed by order of Andrew Freedman, the receiver, yesterday. In the afternoon a few members wandered in at the main entrance, looked at the magnificent furnishings in a mournful way, and then stole away. Then tradesmon and other creditors arrived, traded with Mr. Freedman, and left the place little the wiser for their visit. At 6 lefs the place little the wiser for their visit. At 6 o'clock Mr. Freedman also left the house, and the only people remaining in the building were a watchman, one congineer and a firenan. The other employes had been paid off and sent to their homes. A dim light burned in the main confider. From the Even the steep lamps had been put out, and the blinds had been drawn. From Midlson-ave not the flicker of a light was to be seen anywhere in the building. Even the private apartments had all been closed and their old occupants forced to seek sleeping ac-

member denied that the Christmas Fund, subscribed for the club reryants, had been misoppropriated. About \$1,000 had been subscribed for the employes, and this had been paid to them last Saturday. It is said that if the club is organized it will bear a different name.

The members of the Ways and Means Committee, 2th

reason to hope to save the organization. The committee held a meeting at the Hotel Bristol last night. U. Maxwell, Howard McLeyn, E. M. Farl, T. B. Tompkin W. W. Bryan, Rederick H. Smith, A. C. Palmer and oth influential members were present to discuss the club's affairs with the committee. The committee will probably hold another meeting to-day and then decide upon the best

Said one member: "Fapert secountants have been ports nothing positive can be said. If anybody has been guilty of wrong-doing, the books will show it, and the guilty one; will be punished. About \$850,000 kms teen rail into the club during the last two years, and it would be peer business policy if we did not find out just where that has gone to. The club has not been run open a business lasts, and underspulous tradesmen

PRODUCED BY RAPIEFF'S DEVICE.

Port Royal, S. C., Feb. 20,-The tests with the Rapled fuse continued to day without the firing of guns. The Vesuvius remained at the Navai station dock, coaling up. Soon after 1 o'clock the trial board left the Philadelphia in the Sound and went projectiles, fired on the beach last week. A service torpedo primer containing two and a half pounds of gun-cotton was inserted in the first shell, and the by nine feet long; the detonation of the full charge of gun-cotton was produced by electricity. An inspection showed that a circular excavation, five feet leep and two feet in diameter, had been made in the beach. A large lump of block clay and sand was lifted bedliy from the excavation and deposited at ome distance on shore, to the southeast of the explosion, while the beach was black for 100 yards with finely powdered black earth. The explosion

In contrast with the foregoing test, the s shell received a heavy charge of wet gan-colton. primed with two and a half pounds of dry guncotton, and contained in addition a Rapieff fuse The object of the experiment was to determine whether or not the fulminate explosion in the was sufficient to produce a detonation of the first oder in the shell. The whole was detonated by the ame electrical method ad pted in the former case The explosion was unquestionably not

order.

A comparison of the day's experiments conclusively indicates that the fulminate will have to be brought into closer relationship with the dry gas-cotton, he for a full detonation can be preduced by it. Some of the officers are of the opinion that this can be easily arranged. The trial boret has not indicated what it proposes to do next, but the indications are that further experiments will be made with the tase. The tests may, however, end with the day's work.

DR. SMITH DENIES THE STORY.

NO AGREEMENT MADE WITH DR. BRIGGS TO FORM A NEW CHURCH.

Cincinnati, Feb. 20.- The Rev. Dr. Henry Preserved mith, who was recently suspended from the ministry the Chelmail Presbytery for teaching doctrine imilar to those for which Dr. Briggs was tried by the New-York Presbytery, has seen copies of a dis-patch sent from Cincinnati after Dr. Briggs had visited him, in which it was stated that their conference was for the purpose of planning a secession from the Presbyterian Church in case the General Assembly decides against them. He asks that the following denial be made, in justice to himself and Dr. Briggs, "The dispatch," said he, "is entirely without four

dation. Dr. Brigg's visit to Cincinnati was simply a stendly and personal visit to me. No conference was ad as to concerted action. There was no agreement o secede and form a new Church in case the General Assembly decided against Dr. Briggs. Dr. Briggs mye no assurances about Union Seminary, nor did i agree to carry Lane over to the new Church, Neither or. Briggs nor myself has assurances from the larger congregations in New-York, Chicago, Cincinnati, or any point whatever. Dr. Briggs did not say that his appointnts were preachers without charges, while he was heartily supported by the pastors and churches who would go with him. Nor did I say the same was the case in Cincinnati.

THE FUNERAL OF REAR ADMIRAL CASE.

Newport, R. I., Feb. 20.-The body of Rear-Admiral A. Ludlow Case, U. S. N., on the retired flat, was ourled here at noon to-day. The body arrived on the ild Colony train. The funeral party consisted of Captain E. O. Matthews, Lieutenant W. H. Schultze, Dr. Jenkins, Hentenant Hodgkinson, and Messrs, Deering and Case. The burgal service was read by the Rev. Dr. Gilliatt. There was no naval display.

THE PENNSYLVANIA LIMITED is the best appointed passenger train in the world. It leaves New-York every day at high moon, and arrives in Chicago next midday. LITTLE DONE AT ALBANY.

BOTH HOUSES ADJOURN ON ACCOUNT OF SENATOR HAGAN'S DEATH.

THE DEMOCRATS LEFT WITHOUT SUFFICIENT VOTES TO PASS ANY PARTISAN MEASURE -FEW BILLS IN THE SENATE

AND ASSEMBLY.

[BY TELEGRAPH TO THE TRIBUNE.] Albany, Feb. 20.—The senate had been in session only five minutes to night when a whisper went about the circle of Senators, shocking every one: "Senator Hagan Is dead." Mr. Hagan left Albany for his home in New-York only two weeks ago. He then looked like a dying man, and no one was surprised when it was learned that he was ill in New-York, and few expected that he would be able to return to the Senate this year. But the news of his death was heard, nevertheless, with surprise. Senator Canton in a feeling manner announced the death of his associate, and moved that the senators should attend the funeral of Mr. Hagan in a body. The motion was adopted, and then out of respect for Mr. Hagan's memory the Senate adjourned. Speeches in his hono will be made at some future time. It is expected that Mr. Hagan's funeral will take place on Thursday. In that case the Senate will adjourn from Wednesday to the succeeding Monday evening.

The death of Mr. Hugan leaves the Democratic party with only sixteen votes in the Senate, or o than the number required to pass any bill. Thus the Democratic leaders cannot now pass any political measure they may desire. This accounts for the talk among the Democratic leaders to-night to the effect that the charter-tinkering bills shave been abandoned by them and will no longer be pressed. They will take steps immediately, however, to put a Democrat in Mr. Hagan's vacant chair. To-morrow Gevernor Flower will issue a proclamation calling a special election in the IXth Senate District of New-York to fill the vacancy. No election can be held without 'twenty days' notice, and therefor this special election cannot be held before March 14. Until that day, therefore, nearly three weeks distant, the Democratic leaders will have to get along a best they can without possessing sufficient votes to pass partisan biffs.

The Assembly had scarcely got down to work when the news of Senator Hagan's death was received Astemblyman Malby, the Republican leader, immedi-Astemolyman Maily, the Republican leader, immediately secured the attention of the Speaker, and after amouncing the news, moved that the Assembly adjourn out of respect to Mr. Hagan's memory. Mr. Quigley, who was acting as Speaker for the evening. in the absence of Mr. Sulzer, put the question to a rising vote. It was carried unanimously, and the Assembly adjourned without acting upon a single measure.

Only two bills of interest were presented to the Senate to night. One, submitted by Senator Edwards, was evidently drawn up after reading Governor Flower's message denouncing the use of butterine in the state Hespital for the Insane at Utica. The bill prohibits the use of butterine or eleomargarine in any state penal or charitable institution.

The other bill was presented by Senator Plunkitt, and reads as if it were a slap at the Whiskey Trust, which issa's relates to his customers. The first section of the bill reads as follows:

All incorporated companies, trusts and associations, firms and individuals doing business within this State, which issue rebate vouchers or certificates, or make any promises, verbal or in writing, to allow within a specified time a re-duction in the price charged upon the condition of the sale shall deposit in such trust company or companies, or such bank or banks, in the city of New-York, as shall form time to time be designated by the State Controller under his hand and seal such sum or sums as shall be equal in amount to such rebate, vouchers, certificates issued or promises made as aforesaid, upon or derived from the business done in this Smie by such incorporated com-panies, trusts and associations, firms or individuals, as curify for the payment of all such rebate vouchers, certificates or promises, and all cales made or contracts formed by or with any such companies, trusts and associations firms or individuals, shall not be lawful and binding unless the companies, firms or individuals shall have compiled

few bills were introduced to-night. Colonel Webster, of New York, put in a bill providing for the cot struction of a visduct to connect the new Macomb's Dam Bridge with Sedgwick and Ogden-aves.

the Asylum for Insune Criminals at Auburn a State

Mr. Drypotcher, of New-York, dropped in a bill ex-tending the weekly pay law to all joint stock com-panies except steam surface railroads. One of the important bills of the session came from Mr. Barnard, of Clinton County. It is intended to prevent discrimination in freight and passenger by railroads in the State. Quackenbush, of Schenectady, struck a blow at the Delaware and Hadson Railroad Company by putting in a bill preventing it from charging more than two cents a mile. This road now charges three cents a mile.

a mile.

A bill came from Mr. Morris, of Westchester, providing for a Homosopathic State Commission in Lunaey, to take the place of the present commission.

Assemblyman Jacob Rice, of Ulster County, wants to investigate the insurance companies and find out if they are charging too high for policies. He introduced to night a resolution calling for the appointment of a committee of seven to make an investigation. The temperary speaker sent the resolution to the Insurance Committee, which will look after it with a tender and fatherly care.

INFORMATION FOR THE LEGISLATURE. A COMMUNICATION FROM CONTROLLER CAMPA BELL SHOWING THE FINANCIAL CON-DITION OF THE STATE.

Albany, Feb. 20.-The following communication as sent to the Assembly by Controller Campbell to

to the Legislature: In submitting the Tax till last year I had the henor to call the attention of the Legis-lature to the fact that the Tax bill for the fiscal year eghaning D toker I, 1892, fixed the lowest rate since the ear 1850, with the exception of the preceding year Last year ther: was a surplus in the Treasury of \$1,110.708.25, which was deducted from the amount necessary to be raised from the taxpayers of this State, to offset this amount next year I believe this department will be able to increase the revenues of the State.

The Appropriation bill of this year, as reported, ex-

The Supply bill amounted last year to about \$1,800,000 Other or special appropriations to about \$2,000,000.

Other or special appropriations to about \$2,000,000.

In addressing this communication to you I do so for the sole purpose of giving your honorable body information as to what extent appropriations can be made and still give to the taxpayers of this State as low a tax bill as liven last year. I have submitted bills asking for appropriations t

pay the National Guard for expenses incurred at Buffalo during the strike; expenses of Commissioners of Quarantine during the threatened cholera invasion, and also to pay the alance of the State debt known as the Ningara Reservatio onds. These am unis will not be taken into consideration in making up the tax bill this year, as I expect to be able to liquidate them out of the increase of revenues produced by this department for the fiscal year which f.ee from debt absolutely and not "practically," as the been so often stated in the past. Very respectfully, d in the past. Very respectfully, FRANK CAMPBELL, Controller.

A REASON FOR STUDYING HAMLET. At the regular weekly meeting of Methodist min isters, held yesterday morning at No. 150 Flith-ave., the Rev. Dr. A. H. Ames, of White Plains, read a paper on "Hamlet from a Theological Point of View." Among other things the doctor said: "If any man wishes proof that our race needs ; written revelation, an inspired Eible, he may find a

convincing one in the study of Hamlet-among the noblest characters which any pen has recorded."



THE VERY BEST TIME to take Dr. Pierce's Golden Medical Discovery is now, if you feel that your blood is out of order. Don't wait until you have to cure disease; it's easier and better to prevent it.

With the first blotches or eruption, or the duliness, weariness, and depression that are some of the symptoms, you need this medicine. It will rouse every organ into healthy action, thoroughly cleanse and repair your system, and build up needed fiesh, health, and strength. It's the only quaranteed blood remedy. In the most stubborn Skin or Scalp affections; in the worst forms of Scrofula; in every disease caused by a torpid liver or impure blood—if it ever fulls to benefit or cure, you have your money back.

No substitute urged by a tricky dealer, though it may be better for him to sell, can be "just as good" for you to buy.

A certain and lasting cure, for the worst Catarrh in the Head, is guaranteed by the makers of Dr. Sage's Catarrh Remedy.



BEAUTY AND PURITY

Beauty of skin and purity of blood go hand No greater blessing than a skie without blemish, and a body nourished by pure blood, is vouchsafed to man or woman It is the foundation of health and happiness To cleanse the blood, skin, and scalp of every eruption, impurity and disease, and restors the hair, no agency in the world of medicine is so speedy, economical and unfailing as the CUTICURA REMEDIES. Everything about them inspires confidence. They are about intely pure, and may be used on the youngest infant. They afford immediate relief in the most agonizing of itching and burning eczemas, and other itching, scaly and crusted side and scalp diseases. They prevent inflammaand scalp diseases. They prevent innamna-tion and clogging of the pores, the cause of pimples, blotches, blackheads, red, rough and oily skin. They speedily cure humors of the blood and skin with loss of hair, whether simple scrofulous, hereditary, or ulcerative. They cleanse the system of all impurities by internal and external medication, and constitute the most effective treatment of modern

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CELEBRATE WASHINGTON'S BIRTHDAY Water Colors AMERICAN WATER COLOR SOCIETY.

at the Academy of Design. Admission only 25 Cents. EX-SECRETARY THOMPSON TESTIFIES.

TELLING THE CONGRESSMEN OF HIS CONNEC TION WITH THE PANAMA CANAL.

Terre Haute, Ind., Feb. 20.-From 10 until 1 p. m to-day Colonel R. W. Thompson sat propped in an invalid's chair and told a story of his connection with the Panama Canal. Congressman Patterson and Con gressman S. E. Stover, with a stenographer, arrived here early this morning from Washington and learned from the ex-Secretary of the Navy that he was unaware of any dishonorable action in this country on the part of those who represented the Panama Canal. Mr. Patterson put the questions for the first two hours and Mr. stover closed the examination.

Colonel Thompson told how he had been selected for president of the American Committee. It was with the approval of President Hayes that he resigned from the Cabinet to take the place. His salary was fixed at \$25,000 a year. He never knew until recently that General Grant had declined the office, nor did he know that the three New-York bankers had received in all \$1,200,000 in salaries If he had he would not have volunteered to surrende half his salary in the last year of his presidency He said he considered it his province to look after the interests of the canal in general ways, and that he never authorized the expenditure of any money except the \$20,000 a year for the committee's e penses, which was exclusive of his salary.

Mr. Putterson read from Colonel Thompson's let-ters to De Lesseps, in which he spoke of having kept out of the lobby in Washington in 1885. When the Nicaragua treaty was pending in the Senate he (Mr. Thompson) wrote a pamphlet which was anonymously distributed in the Senate. Mr. Patterson remarked that it must have been good Democratic doctrine, a all the Democratic Senators voted against the treaty which had been negotiated by a Republican Adminis

The first offer of the American chairmanship was was not accepted until after full conference with friends and the President, and determination on the interests of the United States. He denied that the Hayes Administration was opposed to the canal, but did want it under American control. He had the idea, when he accepted the chairmansilp, of Americanizing the affair and tried to get an American construction company to build it. The entire administration, so far as he knew, of the affairs of the American Committee was on the strictest business principles.

principles AN EXHIBITION OF FANCY HORSEBACK RIDING.

The pupils of the Fifth Avenue Riding Academy. at Fifth-ave, and Ninetleth-st., had a "flower ride" last evening, which was witnessed by a number of people. The men riders were Red Hussar uniforms and the women Amazon uniforms. The programme included Mrs. Oscar Hennegger, Mrs. Von der Ende, Mrs. John Campbell, Mrs. Oscar Hunter, Mrs. Carl Miss A. A. Ulstrom, Miss Fischer and Miss M. Fried man, with Carl Antony as commander.

Tenm Tandem, high school, by Carl Antony, on the stailion Leporello; entree combane, by high-school horse Percival, ridden by New Frank, and nurdle leaping. Among those present were H. J. Park, Miss Butler, Dr. John Campbell, Mr. and Mrs. Hage solmer, George Ehiet, Jacob Ruppert, Mr. and Mrs. Moehle, Mr. and Mrs. Fdward Raschke, the Misses Raschke, Dr. Oscar Henegger, Dr. R. J. Muellenbach, Edwin Henes, Mr. and Mrs. Leo Spyor and Mr. and Mrs. E. Fischer.

THE DEATHER REPORT.

HINTS OF NEW STORMS IN MINNESOTA AND THE

Washingt n, Feb. 20.—The storm which was central set the New-England coast has moved to the north of New Scotla, the bardmeter remaining below 29 inches at the cent.e., with an unusually steep barometric gradient to the southwestward over New-England and the middle atlants coast, where northwesterly gales continue. The secondary area of high pressure covers the country cast of the Mississippi, but the pressure remains greatest over the plateau regions. There is a trough of low pressure tending from Texas northward, with indications that disturbances are forming north of Minnesota and is Northern Texas. The weather continues lair, except is Minnesota, where local snows are reported, and in Texas. Indian Territory and Arkansas, where local shower are Washingt n, Feb. 20 .- The storm which was central Indian Territory and Arkansas, where local shower are reported. It is colder on the Atlantic coast and is central valleys. It is warmer along the configuration in the upper lake region and Minnesota. The indictions are that fair weather will entinue on the Atlantic configuration with slowly rising temperature north of flutters. To cloudiness will increase in the take regions and the ental valleys, with local snows in the former and showers in the not three tables.

DETAILED FORECAST FOR TO-DAY. For New-England, Eastern New-York, Eastern Pennsylvia, New-Jersey Delaware, Maryland and Virginis, vania, New-Jersey, Delaware, Maryland and Virginis, generally fair; westerly winds and rising temperature, followed by increasing cloudiness and threatening weather

during the night.

For Western New-York, Western Pennsylvania and Ohio, warmer; fair, followed by local snows at lake and tions.

For Indiana and Illinois, warmer and renerally fair.

For Michigan, increasing cloudiness, probably followed by light snows at lake stations; warmer.

TRIBUNE LOCAL OBSERVATIONS.



Tribune Office, Feb. 21, 1 a. m.-Clear weather prevalled yesteriay, with high northwesterly winds, as time attaining a velocity of forty-five mile: an hour. temperature ranged between 31 degrees and 10, the average (12%), below 24%, lower than on the corresponding
day last year and 37 lower than on and any
and near this jeity to-day there will be fair weather,
fallowed at night by cloudiness; moderating after these